



The Ideal Lifts for Schools & Education

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Who We Work With:



mcavoy



REDS10



Department
for Education

LOVELL

**PREMIER
MODULAR**


GallifordTry


**BARRATT
HOMES**

 **DAVID WILSON HOMES**
WHERE QUALITY LIVES

 **bam**

EXEL
CONSTRUCTION

 **Hale**

 **PERSIMMON**

integra
buildings 

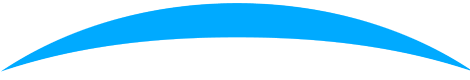

THAKEHAM

STEPNELL
COMPLETE CONSTRUCTION PARTNER

 **KIER**


**CARDIFF
CAERDYDD**

 **mace**


ENGIE

L&Q


**TRINITY
HOMES**


a2dominion

 **CALA**



**CLARION
HOUSING**

 **the
guinness
partnership**

Schools & Education Providers

Our history of installing lifts in educational settings is long, varied and successful including the following types of Schools:

- Mainstream Schools
- Special Education Needs (SEN) Schools
- Special Education Needs and Disabilities (SEND) Schools •

Ideal Lifts are able to provide lifts which comply with your all requirements from Hybrid Platform lifts through to Energy Efficient, Evacuation Control and Fire Fighters lifts, we are able to provide the ideal solution.

As market leaders within MMC, we install our Passenger Lifts and [Frame System](#) for OFFSITE construction to reduce design time, remove the need to manufacture bespoke shafts and remove masonry shafts.

Our Frame System: **Repeatability = Efficiency**

We are experienced in working with various MMC providers who work independently and across various Government frameworks providing both private and public education settings with all their vertical transport requirements.

Department for Education

Specific information about fire safety and evacuation lifts provided as part of the Department for Education (DfE) Construction Framework 2021 and the Offsite Schools Framework in the excerpt below from the latest Generic Design Brief from the Department for Education, Employers Requirements Part B School Output Specification (Revision C16 published on 25.11.2022). *

*2.14.3.11 For evacuation of mobility impaired pupils and staff the Building shall be designed to enable all occupants to escape unaided so far as is practicable. In multi-storey buildings **evacuation lifts** shall be provided rather than standard passenger lifts. In mainstream schools the provision shall be related to the number of pupils and storeys served: [PM_80_50_30]*

a) for new schools with no more than two storeys and fewer than 900 pupils, a single evacuation lift of 1400mm x 1100mm (internally) minimum [PM_80_50_30]

b) for larger schools with at least three floors and 900 pupils or more, a single two wheelchair lift of 2000mm x 1400mm, or two lifts of 1400mm x 1100mm (internally) adequately separated on plan. [PM_80_50_30]

2.14.3.12 For special schools the evacuation lift provision should be determined on an individual basis, but subject to a default minimum of:

a) for all multi-storey special schools, a lift of 2000mm x 1400mm (internally)
[PM_80_50_30]

b) for all non-ambulant special schools, a two wheelchair lift of 2400mm x 1400mm (internally). [PM_80_50_30]

*Whilst every effort has been made to ensure we have the latest information, it is your responsibility to check you comply with the latest design guidance from the Department for Education Website.

** Car configuration to comply with BS EN81-70 and Part M4(2) are length x depth i.e. 1400mm long x 1100mm wide

What is an Evacuation Lift?

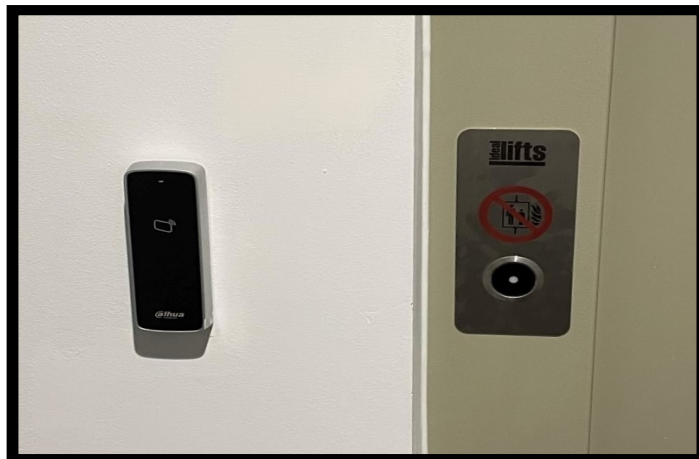
Standards	BS9999 and BS9991
Description	BS EN 81-70 Passenger lifts may be provided to be used by a designated person as part of a management strategy for evacuating people in the event of a fire.
Features	✓ Emergency intercom system and lift operation ✓ Interface between the lift control, fire detection and alarm system to support the evacuation management strategy ✓ Post-handover, additional procedures are put in place (by the building owner) and trained staff must be designated to manage the use of the lift
Lift Sizes	Minimum 8-Person 630KG Passenger Lift Type 2, although more common use is in larger capacity lifts used for the movement of disabled users, beds or stretchers.
Power Supplies (by Others)	✓ From sub-main circuit exclusive to the lift(s) and independent of any other main or sub-main circuit ✓ Secondary, dedicated power with automatic changeover

NOTE: Please refer to the '[Lifts for Evacuation Use Guide](#)' for further details.

Optional Restricted Access



Optional lift control interface to enable restricted use of landing control panel by authorised persons *



Optional lift control interface to enable restricted use of landing control panel by authorised persons *

*Supply, fitting and wiring of card/fob reader by others



Optional card/fob isolation switch to enable unrestricted use of the lift



Optional Security Key Pad

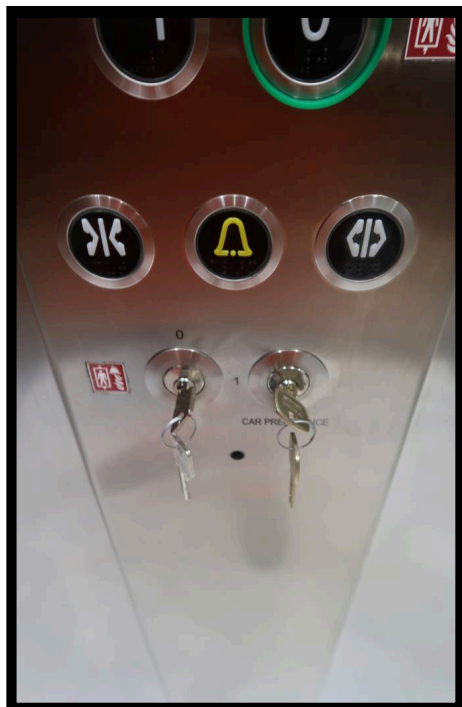
Optional Restricted Access



Optional key switch restricted access



Optional key switch restricted access



Optional key switch restricted access

Please note: Pictures shown are for illustrative purposes

Ever been let down by your telecoms company?

Optional Digital Communications Platform (DCP*):

A DCP provides the interface between the lift emergency telephone and mobile telephone network in cases when a dedicated hard wired live telephone line is not available. All the features of a land line connection are present (required to comply with lift standards EN81-28).

Normally the DCP unit is installed within the lift machine room or lift shaft. This option depends upon a good signal being available in the lift shaft. Alternative locations up to 3m of the lift shaft, where there is good mobile signal available may also be suitable.

The DCP unit requires a SIM card (supplied by others). This must be a contract SIM and not a pay as you go, and have voice and data capabilities.

Ideal Lifts are able to provide a cost option for a managed, commercial grade SIM card, which is capable of roaming to any of the four UK networks with the strongest signal.

The DCP unit requires a 230V single socket within 1m of the lift control (to be supplied by others).



* Supersedes the Global Systems for Mobile Communications (GSM) unit.

Open Protocol Policy

Guidance Notes:

Ideal Lifts has an open protocol policy, installing products, parts and components to our passenger lifts that are widely available, that can be reprogrammed without the need for specialist access codes or equipment.

A classic example is our telephone autodialer, which is a non-proprietary open protocol system and therefore does not require specialist equipment to re-programme new contact numbers enabling the lift to be maintained by other suitably qualified lift companies.

The closed-protocol autodiallers supplied by some are pre-programmed to phone their own office telephone numbers and cannot be re-programmed. We believe this practice is not within the interest of the building owners.

A typical cost to the building owner to subsequently install a replacement autodialer could be £2,000-£3,000. During the period when the autodialer is being replaced the lift cannot legally be used without another means of communication, causing considerable disruption to the building users.

The Engineers Programme Console remains the property of the Employer and remains on site.

Building owners and those with bulk service agreements, or those wishing to seek alternative tenders for maintenance after the warranty period should take into consideration the above.

BREEAM 2018 Rating System

Ene 06 Energy efficient transportation systems

Ideal Lifts Ltd range of traction drive passenger lifts can help your project to achieve a BREEAM rating by achieving Two BREEAM credits, by providing energy efficient lifts demonstrating compliance to the following:

This issue is split into two parts:

- Energy consumption (one credit)
- Energy efficient features (two credits)

One credit – Energy consumption

1. For specified lifts, escalators or moving walks (transportation types):
 - a) Analyse the transportation demand and usage patterns for the building to determine the optimum number and size of lifts, escalators or moving walks. **(To be provided by client/design team)**
 - b) Calculate the energy consumption in accordance with BS EN ISO 25745 Part 2(132) or Part 3(133) for one of the following:
 - i. At least two options for each transportation type (e.g., for lifts, hydraulic, traction or machine room less (MRL)). **OR**
 - ii. At least two options considering different system arrangements and control strategies.
 - c) Consider the use of regenerative drives, subject to the requirements in **Regenerative drives**** detailed below.
 - d) Specify the transportation system with the lowest energy consumption.

Up to two credits – Energy efficient features

2. Achieve criterion 1 above.

One credit – Lifts

3. Specify the following three energy efficient features for each lift:

- a) The lift car lighting and display lighting provides an average luminous efficacy across all fittings in the car of > 70 luminaire lumens per circuit Watt
- b) Use of a drive controller capable of variable speed, variable-voltage, and variable-frequency (VVVF) control of the drive motor.
- c) Specify regenerative drives where their use is demonstrated to save energy**.

Ideal Lifts specification includes energy efficient features a), b) and c). Therefore, of the 2 credits available, 1 credit is already assumed.

Transport analysis

The transport analysis (criterion 1.a) can be in the form of a written statement justifying the lift selection for the following conditions:

- where a single lift is provided in a low rise building for the purpose of providing disabled access only
- or where a goods lift is selected based on the size of the goods it is intended to carry.

Regenerative drives**

A regenerative drive should only be considered where it produces an energy saving greater than the additional standby energy used to support the drives. Regenerative drives will typically be appropriate for lifts with high travel and high intensity use.

What about Machinery Directive lifts?

The BREEAM criteria does not apply to platform lifts, which fall under the Machinery Directive. However, any lifting device that has a speed greater than 0.15m/s must be assessed by BREEAM, this is inclusive of goods and escalators/ passenger lifts.

Evacuation Lift in a SEND School, Kent:

Timber

A repeat client of ours knew just where to come when they won the contract to build a new Special Educational Needs & Disability (SEND) school in Modern Methods of Construction (MMC). The end client needed an accessible lift for their new 2-storey timber building which contained 10 different learning spaces including a food technology room and art room.

This state-of-the-art school required a passenger lift with [BS9999 Evacuation Control](#). This allows the lift to be used to evacuate disabled students in the event of a fire.

Designed to meet the specific needs of pupils with profound, severe, and complex special educational needs (PSCN) at this SEN School, our energy efficient [L3 Eco-Drive](#) lift was installed in our unique frame system for MMC, removing the need for a conventional lift shaft. Also included in the specification were larger landing colour LCD displays to aid those with visual impairments.



Flagship SEN School, Hastings

Modular

Ideal Lifts were approached by a specialist Modular education construction company when they needed a lift for a new SEN School in Hastings. The Special School opened in 2021 in temporary buildings whilst designing and constructing a new purpose-built building.

As this is a Modular school, we installed our unique frame system for OFFSITE construction, removing the need for a conventional masonry lift shaft. The [Ideal Lifts Frame System](#) incorporates lifting beams, pit ladder and removes the need for scaffolding. There is no need for additional special fabrication or steelwork inserts to be built in. A much-simplified design reduced the modular manufacturing and design cost, by removing a bespoke shaft.

The core principles of the Ideal Lifts Frame System are 'Repeatability = Efficiency'. Ideal Lifts were involved from the early design phase, and we specified our [IL3 Eco-Drive](#), motor room-less (MRL) gearless traction drive passenger lift which was ideally suited for this low rise building with moderate use. With an ever-increasing demand to reduce energy, our IL3 Eco-Drive passenger lifts use 35% less electricity than conventional traction lifts and can achieve two BREEAM credits. For further information about the IL3 Eco-Drive see our [Video](#).

Ideal Lifts installed our contemporary '[Essential Car](#)', with stylish stainless steel landing entrances to compliment the contemporary building finish. The lift controller was designed to interface with the main building key fob security system to restrict access to authorised persons. A dedicated isolation switch enables the lift to be placed into unrestricted on occasions such as open days.

The existing analogue telephone network will be switched off by 31 December 2025. Therefore, the lift was fitted with our optional [Digital Communications Platform \(DCP\)](#) providing the interface between the lift emergency Autodialler and a mobile telephone network.



A modular client of ours knew just where to come when they won the contract to build a new 6,850m² Department for Education (DfE) pathfinder Low Carbon School in Modern Methods of Construction (MMC). The end client needed an accessible Part M4(2) lift for their new 3 storey building.

A key challenge was to reduce both carbon emissions and operational energy use. We therefore specified our [IL3E Eco-Drive](#) energy efficient passenger lift. The completed project achieved a 50% reduction in energy demand of the operational energy use and a 73% reduction in carbon emissions.

IL3 Eco-Drive, motor room-less (MRL) gearless traction drive passenger lift was ideally suited for this low rise building with moderate use. With an ever-increasing demand to reduce energy, our IL3 Eco-Drive passenger lifts use 35% less electricity than conventional traction lifts and can achieve two BREEAM credits. For more information about the IL3 Eco-Drive see our Video.

To compliment the stylish School design our 'Essential Car' was installed with durable powder coated RAL7032 Landing entrances.

We installed our unique frame system for OFFSITE construction, removing the need for a conventional lift shaft. The Frame System incorporates lifting beams, pit ladder and removes the need for scaffolding. There is no need for additional special fabrication or steelwork inserts to be built in delivering a much-simplified repeatable process to the team.

The lift controller was designed to interface with the main building key fob security system to restrict access to authorised persons. A dedicated isolation switch enables the lift to be placed into unrestricted on occasions such as open days.



Trade Associations

- Lift & Escalator Industry Association (LEIA) Member
- British Standards Institute (BSI) Member

Quality Memberships and Schemes

- Bureau Veritas UK Lift Regulations Approved
- Bureau Veritas Certified ISO 9001 Quality Management
- Bureau Veritas Certified ISO 45001 Occupational Health and Safety Management
- SSIP Once for All Accredited
- Constructionline Gold Member
- Constructionline Social Value
- Builders Profile Accredited
- SMAS SSIP (DTS)
- SMAS Building Safety Act 2022 - Strand A
- Croner Group Health & Safety Advisor





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